### WAR-TIME ENGINEERS

KNIGHT OF THE THROTTLE.

Daring Deeds of the Enginemen Who Transported Soldiers During the

War-Perils of Railroading.

St. Louis Globe-Democrar. "Of the many reunions that are being held every year, I would like to participate in one that has not yet been mentioned."

"What sort of a reunion is that?"

"A reunion of the railroad engineers that served under Uncle Sam's banner during

there and a representative of the Globe-Democrat. The engineer, who sported the modest little button of the G. A. R., was a tall, well-preserved man of about sixty years, and a capital talker. Lack of employment had driven the representative from the regions above to those below, and an off-hand remark had served as an introduction and an indication of the scribe's

"Well, yes; that is a new idea," said the reporter. "Were you an engineer during

"Yes, an engineer during the war and for several years before the great trouble began," remarked the veteran of the throttle. "There should be at least a hundred of us left, and I knew a dozen of them in those days that to meet again would afford one of the happiest moments of my life,

"To run an engine in those days," continued the engineer, "was not only a guaranrailroad, you know, was of the crudest sort in comparison with those of to-day. The yould drive an engineer of the present time into some other business. Add to this a country swarming with scouts of the enemy and guerrillas, under no flag, looting everything and everybody, ever ready to pull up a spike or fire a bridge, and you have a meager description of what a railroad engineer had to face during the war.

"The greater portion of our work, of course, occurred between Washington and Richmond, but West Virginia, and, in fact, all the Southern States, were gone over by us. This wide diversity of localities was occasioned by the movements of the different armies, as, for instance, I first served in Virginia under General McClellan and later on under General Sherman during the brilliant march through Georgia to the sea. "A sudden dash into a small railroad town was usually followed by a call for machinists to repair a captured locomotive and then an engineer to pull the throttle. Then followed the quick repairing of tele-graph lines to learn the whereabouts of trains, and a dash up the road several miles to fire warehouses and perchance capture a couple of carloads of cotten or merchandise. These short raids were the acme of reck-lessness. Everybody was on the alert for a break in the track, and a shrill shrick from the locomotive whistle meant a leap for life, and these leaps came very frequently in my experience.
"I will always cherish the most profound

admiration for the gallant engineer that went out with the famous Andrews raiders. Andrews, of course, had a gallant band with him when he made that daring steal of the locomotive and car, an occurrence familiar to all readers but the engineer, to my mind, was the nerviest of the band. He knew from personal experience the thousand and one little mishaps that could wreck the expedition and land them all in eternity or a Southern prison, and of which the novice was not aware. This experience and knowledge made his volunteering for the raid all the more commendable, and that man stands out to-day the king of engineers. There may have been a braver one, but so far history has failed to bring him for-

STARTLING EXPERIENCES. "During your service with the army were your experiences of a startling nature?" asked the reporter, who knew his man and desired to draw him out.

"Oh, yes, a few," replied the veteran,

with a knowing shake of his head, "but placed side by side with the feat of the engineer of the Andrews raid they sink into insignificance. There is one incident in my career that I would like to put right, and perhaps this opportunity is as good as any that may occur. I was called a coward then, and it took me several weeks to set myself right with the authorities here in Washington.

"I was stationed at Alexandria, Va., at the time, June 17, 1861, and was ordered to take out Brigadier-general Robert Schenck and four companies of the First Ohio Regiment to guard the track as far as Leesburg. "We left Alexandria in the morning and

proceeded cautiously, the soldiers in cars and on trucks ahead of my engine, in the direction of Vienna. Colonel McCook, with about three hundred men, occupied several open cars in the front of the train, and they were entirely unprotected. We had just entered a deep cut when the cars were

as a shield for us. The shot went high, and most of the soldiers were in a sitting posture. It was said at the time that I was frightened and that I uncoupled the engine from the train and fled back to think every soul that composed that ex-pedition was terribly scared, but I easily proved that I only obeyed orders, and that my anxiety to pull the train out of danger had resulted in the breaking of the coupling be found, and I was ordered to pull back

The troops leaped from the cars and rallied in a grove, maintaining so bold a front that the Confederates retired to Fairfax Courthouse, leaving the handful of Ohio troops, whom they might have captured with ease, to make their way leisurely back, carrying their dead and wounded companions on litters and in blankets. The loss was five killed and sixteen wounded, with about thirteen missing. That engagement was my baptism of the suiden terrors of war, and placed me on my guard against ambuscades

SERIOUS WRECKS. "How about wrecks in those days? Were there many of them that resulted in great loss of life ?" inquired the reporter.

"Wrecks during the war were generally of the most horrible description. Overload-

Sept. 17, 1861, and I can recall that night as easily as if it was but last night. The rain was falling in torrents, and the lightning display was something remarkably grand. An order came from General Mc-Clellan to push forward troops with all possible speed, and such were the orders given me as I mounted my engine. My passengers were the Nineteenth Illinois Regiment, and they crowded ten cars almost to suffocation. The cars were old and totally unfit for hard wear, but the soldier boys took things easily, singing songs, joking and blessing their lucky stars that they were under cover, out of the way of the heavy downpour of rain. "I must confess that when I pulled open the throttle on that night to begin my journey through the inky darkness and vivid lightning my heart was not in my work. y railroad experience told me that the rain increased the dangers of travel a hun- of Clara. redfold, but my orders were to make good ime, and I proceeded without delay to do Soon we were pitching from side to side like a rolling ship as we dashed around sharp curves, the lights from the engine and cars forming strange and weird fan-tasies amid the dense woods on either side

"We were some twenty miles on our journey, and had struck the tracks of the Ohio & Mississippi road. Dashing on to a straight piece of track that led at its end on an embankment with a small bridge in the center, I pulled the throttle open further, and away we went, rocking like a haunts before many moons.

cradle. As we went on to the embankment I whistled for brakes, but the slippery tracks prevented them holding as well as I would like, and we dashed on to the little bridge at a high rate of speed. It was this speed that saved my life and those in the car next to the engine.

"My engine and one car had just cleared the ramshackle structure when a horrible crash in the rear made me turn my head, and in dismay and horror I beheld car after car go down through the opening where the bridge had stood, following the debris of that rotten structure. The crash was so sudden that for a moment nothing but the breaking of the timbers and the booming of the thunder could be heard, but all at once shrieks and heartrending cries of anguish and terror ascended from the shattered mass, piercing the air and stilling the thunder by its terrible distinctness.

"Accompanied by the soldiers in the car that came over safe with the engine I dashed down the embankment of the now swollen stream, and all set to work get-ting out the injured and dead. The sight was a terrible one. The debris of the broken bridge and cars had choken up the little stream, and, forming a dam, caused the water to pour in and down the crevices of of a long confab, occurred during the past week in one of the basement chambers of the Capitol between an engineer employed twisted iron My fireman ran the engine to the next station, and assistance was tel from that wreck, but those were war times and the accident was soon forgotten in the turmoil and carnage of battle. That was a case where speed might have been sacrificed for safety with great advantage. SUTTON'S EXPERIENCE.

> When the Union army gained foothold after foothold in the South, and the Confederates, in retreating, destroyed everything they could not carry away, there were great demands made upon the rank and file of the Northern army for machinists to equip the railroads and engineers to man the locomot as. I recall distinctly the building from the ground up of five locomotives by our soldiers in Vicksburg after its capture. Colone Colbaugh had command of the men, an they worked like beavers and the winning of a battle could hardly have made then rouder than when the engines were ready for service. A majority of the engineers were practical machinists, and this helped

to facilitate the work. One of my friends of those days, Si ton, was in the Thoroughfare Gap affair, and as I nursed him in the hospital he gave ence. What made Si's position all the more pitiable was the fact that his only son acted as his fireman. Before the war broke out

"On the night in question Si held the throt tle of an engine that had twenty carloads of supplies of every description behind it, the cost of which was away up in the thousands. SI told me that after he had got the train under way his son made a remark to the effect that he didn't like the look of things, as he had heard a message go over the wire warning the commanding officer that the country the train was to traverse contained several guerrillas, and that the train, in consequence, had been sent out

neavily guarded. "Everything went well until Cumberland tunnel was reached. Here the affair came off that killed Si's boy and sent Si to the hospital. It was nothing less than an exploded mine of giant powder, the trap being set near the entrance to the tunnel. The country surrounding the tunnel was well adapted for the flendish purpose, tho railroad entering a twenty-five-foot cut at the tunnel's entrance, the banks being lined with dense undergrowth and heavy timber. "Si's boy called out to him as the heavy train swept into the cut:
"'Dad, if we get through this tunnel all

right we're safe. These were the last words that Si heard his boy speak. The train steamed on; Si cn the lookout, with nerves strained to a snapping tension, the boy shoveling in coal to keep the steam up and the guards on the train answering the familiar call of 'All's well.' At the instant the entrance to the tunnel was reached a blinding, thunderous flash smote Si's eyes and ears; his engine reared in front and careened over on its side; the rocks above the tunnel entrance, sened by the concussion, came crashing lown, and some ten cars in the forward part of the train were piled up in one confused jumble of wood, iron, rocks and a miscellaneous collection of merchandise, from tili pans to overcoats. Under and between this mass were Si, his boy and about fifteen soldiers. Si and four of the boys in blue that were taken out pulled through, living to tell the story of their experiences. And these five would have gone with the rest but for a providential foresight on the part of the quartermaster, who ordered the three cars containing powder to be coupled on the rear of the train. Had they been in front there is no telling what would have of that supply train and its

"During Sherman's march through Georgia the engineers were continually em-ployed, and the bairbreadth escapes I and the men with me had would almost fill a book, but I'll tell you about them some other time, as it is about time for me to knock off work for the day."

### STEVENSON'S COW.

Seemed Easy Enough to Milk Her Until the Attempt was Made. Robert Louis Stevenson's "Letters to Boy," in St. Nicholas.

This is to inform you that the Jersey cow had an elegant little cow calf Sunday last. There was a great deal of rejoicing, of course, but I don't know whether or not you remember the Jersey cow. Whatever else she is, the Jersey cow is not goodnatured, and Dines, who was up here on some other business. some other business, went down to the pad-dock to get a hood and milk her. The hood is a little wooden board with two holes in don't know how he got it on, and I don't believe he does. Anyway, in the middle of the operation, in came Bull Bazett, with his head down, and roaring like the last gard's army.

Those were the early days of the war, and you can easily imagine how startling this hot reception was to all of us. My enshaped smokestacks, and I think this saved the fireman and myself from destruction, as a shield for us. The paddock, and skipped, and eminently gratifying is the fact. The storms of Stambelow it and separate from it, will serve to pass a line around when, the boat being to pass a line around when, the boat being capsized and not to be righted until the sea goes down, they want to lash themselves fast to it. Changes of clothing will be taken in a water-tight case, and the underclothing that they wear will be lined as a shield for us. The next time he is gratifying is the fact. The storms of Stambelow it and separate from it, will serve to pass a line around when, the boat being capsized and not to be righted until the sea goes down, they want to lash themselves for the present the paddock, and who was to milk her? She roared—I was going to say like a bull, but it was a shield for us. The next time he is to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the line of the farming to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat being to pass a line around when, the boat bei Bazett who did that, walking up and down, switching his tail, and the noise of the pair

of them was perfectly dreadful Palema went up to the bush to call Lloyd, and Lloyd came down in one of his know-all-about-it moods. "It was perfectly simple," Alexandria. I admit the first charge, as I he said. "The cow was hooded; anybody think every soul that composed that exdraw her up to the tree and get a hitch about So he untied the cow and drew her up close to the tree, and got a hitch about it right enough. And then the cow brought her intellect to bear on the subject, and proceeded to walk around the tree to get the

to learn some day. The tree is the center of two circles. The cow had a "radius" of about two feet, and went leisurely around own powers of endurance. a small circle; the man had a "radius" of about thirty feet, and either he must let the cow get the hitch unwound or else he must take up his two feet to about the height of his eyes and race round a big circle. This was racing and chasing. The cow walked quietly round and round the tree to unwind herself; and first Lloyd and then Palema, and then Lloyd again scampered round the big circle, and fell, and got up again, and bounded like a deer to

It was funny to see; but we couldn't laugh with a good heart; for every now and then (when the man who was running tumble lown) the cow would get a bit ahead; and I promise you there was then no sound of any laughter, but we rather edged away toward the gate, looking to see the crazy beast loose, and charging us. To add to her attractions, the board had fallen partly off, and only covered one eye, giving her the ook of a crazy old woman in a Sydney slum. Meanwhile, the calf stood looking on, a little perplexed, and seemed to be saying: "Well, now, is this life? It doesn't seem as if it was all it was cracked up to be. And is this my mamma? What a very impulsive

### CHESSBOARD DUEL.

Scions of a Foreign Land Meet in an Encounter for Love's Sake.

New York Evening Sun. Eugene von Ottenkron is a descendant of a Bohemian family, with an alleged strain of nobility in it, while Otto Erlanger is said to come from a family well known in Vienna society. The two young foreigners have distinguished themselves by figuring as principals in what is known on the East Side as an American duel. The encount took place last Monday evening in the Manhattan Cafe, at Second avenue and Ninth street. It was an affair involving the foreclosure of a mortgage on the affections of

The two "duelists" met in the cafe and

played a game of chess to a finish, the to go out into the cold, unfeeling world and own. Von Ottenkron lost, and left a package containing his earthly possessions to the proprietor of the cafe. He also left a

### TO ROW OVER THE SEA

Companion He Proposes to Cross the Atlantic Ocean.

New York Evening Post. George Harbo, a Norwegian sailor, is prehe drew himself, for the purpose of demonstrating the practical value of some ideas he has in lifeboat construction, and to gain experience for their further development. He is about thirty-two years old, and was born in Brevik, a town some seventy-five two years he spent in long voyages, sailing to and from Scandinavian and English ports. After that he came to America, where he vessels, fishing, clamming or serving as pilot for the harbor of New York, for which he holds a license. Being an intelligent man, he has not gone through so many years of varied experiences on the sea without making some practical observations, of which

Harbo is convinced that the lifeboat now in use may be greatly improved. He thinks that with the further knowledge he will gain by his trip he will be able to suggest some important improvements on the present methods of construction, and that the value of such suggestions will be made the more apparent by what he expects to achieve with the boat now building for him, which, though it is not properly a lifeboat, has many of the qualities that he believes lifeboats would be the better for having. With the pride in his adopted country that many Scandinavian immigrants feel, Harbo says that America, as she has the finest yachts, should have the finest lifeboats, oo, and that as an American by choice ho believes he can give them to her. His own boat, which is building by Sea-

those bearing on lifeboats have interested

man & Co., in Branchport, is eighteen feet long, with a five-foot beam, and is clinkerweighs two hundred pounds, fifteen pounds being in the copper fastenings, and she draws, light, three inches. The load will ncrease the draught by about seven inches. She is not as flat as a dory, which, as Harbo says, is "too flat to get anywhere in," but more nearly resembles a sea-skiff, except in being sharper and double-ended. Her freeboard will measure about one foot. CANNOT SINK.

An air-tight compartment in either end, some 20 inches deep and 3 feet 6 inches long, will make her unsinkable while they are intact. Next to the forward compartment a twenty-gallon sheet-iron water tank will be placed, made for economy of room to conform exactly to the shape of the boat. Four other such tanks of a capacity of ten gailons each will occupy the corresponding position at the stern. A canvas cover will button over the forward tank, and under this cover the men will sleep. They intend to carry an extra pair of sweeps and extra oars. These, with their instruments, cooking utensils and some other necessaries, together with provisions for sixty days, will take up most of the spare room. The provisions will be chiefly canned goods and oat meal-the latter because it can be cooked in water 50 per cent. sea water. An important point in the choice of the food is that it shall be of a kind not easily spoiled by heat, which can be intense of a calm summer noon on the north Atlantic. Two compasses—spirit compasses, as being better adapted to the motion of a rowboat than are the other sort-will be fixed to the bottom. As to the rowing, each man means to pull

eighteen hours out of twenty-four, sleeping five hours and allowing one for meals. Because of the exposure, in a perfectly open boat like this, to night dews and dampness, they will both work all night, taking turns at sleeping in the daytime. One man rowing alone will use the oars. When they pull together the sweeps will come into play. Harbo expects to average about four knots an hour, day and night, in which case they should make the passage in from forty to forty-five days. Under conditions in which dittle or no headway could be made by rowing, they will throw over a floating anchor, a canvas construction very like a half-open umbrella, fast to fifty fathoms of line. Held by this, they will rest until the weather changes, when two hours' work will retrieve the drift of twenty-four, as Harbo now believes. The start is to be made about the 15th of June, when the weather is fine and the hights are short. The course will be due east for the first thousand miles, then on just to the south of the middle route, sighting as first land the Scilly islands.

TIED TO THE BOAT. There will be no regular lifeline on the | London Telegraph. his waist and at the other to the seat he except the question whether the English, and still more the American, infidel will be occupies, so that in case of an upset in thick enough upon the ground and liberal which a rough sea throws the boat far away from him he can haul himself back end of whatever anti-Christian feeling is to

dsherman he has met as rough weather as any that he will find in mid-Atlantic. At Seabright he has taken his boat out every consecutive day for months together, in fair weather and foul, working eighteen hours a day, as he does now, at clamming. When a sea came up too heavy to permit a landing on that beach, he has frequently rowed north from those waters, around Sandy Hook, up the Shrewsbury river, and so to Hook, up the Shrewsbury Inc., Seabright again, finally dragging his boat the spot whence he had overland to the spot whence he had launched it in the morning. Certainly any one who has seen the life of the fishermen of that region knows that their work is very

well calculated to acquaint them with their To sum up, this man, who is in earnest, believes that he has some valuable ideas by the development of which he can make a creditable competence. He is not, he says, inspired by bravado, neither is he acting or a wager nor for any reward other than the problematic one already stated. Meantime, as a seaman with a reputation to lose, he objects to having his boat, a seaworthy craft built by reputable builders, described as a thing of "some oiled faric" "with a conical water keel,"etc. (as some newspapers have said), having very much the same prejudice against damaging notoriety that any other decent citizen might have in the pursuit of his legitimate business.

### A LONELY ISLAND'S MAIL. The Letters Take a Journey of More

than Four Months. San Francisco Call. In the possession of one of the missionary party, who had just arrived from the South seas on the Adventist vessel Pitcairn, is a letter, which has an interesting and unique history. It traveled about 25,000 miles, while the distance between the meeting point and its destination is but 1,200 miles, and it, went the most direct route possible, and did not miscarry at any stage of its jour-ney. The travels of a letter sent from Pit-cairn island to Tahiti show, as nothing else can, the complete isolation of the lit-tle Pacific paradise founded by John Adams. Tahiti is only about six days' sall from Pitcairn, and is the source whence ovesick Pitcairners take their wives. But the letter writing, although it forms an important part of the courtship, is generally confined to one letter, as when the answer is received it is generally the arrival of the bride. Except a small vessel or a man-of-war consents to carry letters between the two points, which opportunity rarely occurs, the only remaining hope is from a passing ship, bound from San Fran-cisco or Portland to Europe. A gentleman now residing in Oakland was once deputed to carry the Pitcairn mail for Tahiti, and to-day he told the story of how it was

"We left San Francisco in the ship City of Hankow, and were off Pitcairn island on Christmas day. Only about one ship makes the islands, and as we should lose no ground by waiting a few hours we hove to and signaled to Adams Point. Then the and signaled to Adams Point. Then the two boats, Queen Victoria and Admiral Drew, came off with two loads of vegetables. Governor McCoy also came off and asked us to carry some letters to Tahiti. We rather smiled at first, but when he produced seven letters and told us that there

was no other way to send them we consented, and after paying for our fruit and vegetables we started on our trip. Those letters were the cause of a good deal of inconvenience. When the captain landed at England he took the letters ashore and went to the postmaster. Then he was informed that he must make an affidavit and must apply to the Postmaster-general for lic, the tariff for carrying letters from countries not in the postal union. Eventually the letters were landed in the Falmouth postoffice, after we carried them about 13,000 miles. From Falmouth they went to Southampton, and were sent in the usual course of events to New York, another 3,000 miles. Then they crossed to San Francisco, and were put on board one of the Australian steamers and put off at the nearest point to Tahiti, their destination. The remainder of their journey was covered with a small boat. In all the letters traveled a distance of over 25,000 miles and occupied four months and a haif en route."

### LUNCHEONS IN LENT.

(Concluded from Eleventh Page.) inee Musicale until March 14. The regular meeting of the Musicale will be held Wednesday afternoon, March 4, and Miss Louise Young, of Chicago, who is visiting Mrs. J. E. Scott, will give a recital instead, and a chorus by members of the Musicale will be sung. A social hour will follow. Miss Emma Schellschmidt, assisted by six harpists and four violinists, will give a harp recital at Tomlinson Hall the evening of March 10. The entertainment will be unique in musical affairs of this city. The programme has been arranged by Miss Schell-

At the meeting of the Fortnightly Literary Club, Tuesday afternoon, there will be a musical programme in charge of Mrs. Camilla Walker Dill, assisted by Mrs. D. L. Whittier and Miss Ella Haines. The meeting will be held in the assembly hall and each member has the privilege of inviting

The pupils of the College of Music. assisted by Mr. Andrew Smith, Mr. Will T. Shannon and the Arbuckle String Quartet will give a concert Wednesday evening at the new church at the corner of Talbott avenue and Sixteenth street. A luncheon will be served after the concert. The proceeds are to be applied to the building fund. A musicale will be given at the Collegeavenue Moravian Church Wednesday evening, March 4. The participants are to be Mrs. W. L. Walker, Misses Zora Bartmess

Anna Lutz, Vida Weinland, Grace Campbell and Clara Nieman and Messrs. Francis Reed, Charles Seidensticker, Ed Gohman, J. A. and C. W. Bernloehr, Earl Weinland and Fred Hartman. A concert will be given at the Fourth Presbyterian Church, corner Alabama and Tenth streets. Wednesday evening, March 4, at 8 o'clock, under the supervision of Mrs. Katharine Matzke. The following is

the programme: Organ Solo—"Elevation in G"......Batiste
"Gavotte Mignen".......Thomas
Prof. Paul Bahr.
Duet, Harp and Violin......Selected
Sig. Marone and George Givens. Baritone Solo—"Honor and Arms...Handel Herr Karl Schneider.

Miss Anna Schowe, Frank Diller.
Miss Olive Van Camp, Accompanist.
Piano Solo—"Hungarian Rhapsodie"...Listz Mr. Newton E. Swift.

Contralto Solo—"Sunday".....Mendelssohn
Miss Kate Reger.

Mrs. Nelle Earsom. Selected Organ-"March from Tannhauser". Wagner lar prices. An unusual opportunity. The Metropolitan School of Music's chil-dren's recital will be given at Plymouth Church Tuesday evening, with this pro-

"Polacca"......Th. Kullah | Millie Johnson. "Alpenhorn" Weiss

Wallingford Riegger.

"Prelude in C Major" Bach
"Titania" Wely

Hazel Kinney. Sonatine No. 3 (with second plano

"Gypsy Dance".....Lichner
"Sonatine No. 1" (with second plano

'Polacco" (with second piano obligato)

Hazel Vleit. Kuhlau "Invention in F"......Bach
"German Waltzes"......Reinecke Walter Williams.
C-sharp Minor"....Wollenhaupt
Nellie Welshans. "The Water Sprite".....Lange Elizabeth Hitt.

ON THE NILE. The Commercial Spirit in the Region of the Pyramids.

underclothing that they wear will be lined with silk, to avoid chafing.

As for the possibility of rowing so continuously, Harbo thinks that as a Seabright disposition to grow restive under the British control. To what this happy frame of mind should be ascribed it is difficult to determine. More than one cause has no doubt, contributed to the production of the effect, and to assign its precise value to each of these co-operating factors would be hardly possible. One would like, of course, to attribute it wholly to the growing contentment of the people with our administration of the country, and to the increased disposition of the Arab and mixed Monammedan community means prosperity, justice and the reduction of imposts. And that this wholesome per-ception of their own advantages, this capacity of knowing when they are well off, has had its share in securing the tranquillity of the Moslem population is undeniable.

We may safely credit it with at least 25 per cent. of the total operative influence, but not, perhaps, with much more. Those who know the country well will tell you that the very best government with which European administrators could provide it would not in-sure the quietude of the Egyptian "patriot" if any important or influential personage of his own race and creed were interested in stirring him up. For Egyptian patriotism is a product which is largely supplied "to or-der," and resentment of the rule of the Giaour does not begin to burn in the Mohammedan breast-at any rate, in Cairountil the word is given by some highly placed agent, provocateur, who has been told or who assumes that it will be acceptable in higher quarters still.

### Misplaced Economy.

It is claimed that many women who It is claimed that many women who spend money freely in nearly every other direction are unwilling to pay the price that should be given to skilled labor if it is to preside over their kitchen. Mrs. Rorer, who is disposed to think that a great deal of the difficulty that women experience with servants arises either from their own ignorance of good housekeeping or from requiring too much intelligence with too long hours of labor for a small sum, says: "We must look upon our domestics as human beings, employ those who have brains, pay good wages and demand good service. It can be done, for I have put it into practice for ten years without a break. If the housewife can be made to know that brains at \$7 are cheaper than four for nothing, half the battle would be fought. In utilizing the out for some unknown reason the average housewife would rather pay \$40 a week for marketing and \$4 for a cook than \$20 for marketing and \$10 for a cook." If every housewife knew how to do all the household tasks herself and the length of time required to do them she would often find that with her intelligence, of which she is perhaps somewhat proud, she is unable in a certain numbers of hours—say the time between breakfast and luncheon or the five or six hours between luncheon and dinner to do more than one-third of the tasks laid down for her domestic or domestics.

His Advantage.

# THE NEW YORK STORE

Established 1853.

Annual Sale of Manufacturers'

### Embroidery Remnants

The second shipment this season of Remnants direct from the manufacturers-the goods are all new and clean.

Cambric and Swiss, one inch to ten inches wide:

Remnants for 2c each

Remnants for 3c each

Remnants for 5c each And so on up.

On the two front Bargain Tables and at Embroidery Department.

## Sale of Toilet

A special purchase of 200 fine Toilet Sets go on sale to-morrow



at more than one-third off the regu-

10 - piece decorated chamber sets..... 10 - piece decorated sets in the new embossed shape ....... \$3.75 \$2.49 12 - piece decorated sets in three colors, brown, blue and green, complete with large handles and covered jar..... \$5.50 \$3.88 12-piece heavy goldstippled sets ..... \$5.85 12 - piece decorated sets in three colors and gold-slippled ...... \$8.50 \$6.35

### Sale of Dinner Sets

100 fine English Porcelain Dinner Sets at almost half price-a very unusual happening. Who will be the hundred lucky persons? 50 Ridgeway's Decorated Porcegreen scroll decoration, 112 pieces, and sold regularly at \$12; sale is 59c a yard.

Tailor Checks for separate Skirts, 54 inches wide, and worth \$1. Instead, the price is 59c a yard. lain Dinner Sets, in brown and

### \$6.90

50 English Porcelain Dinner Sets, enameled and delicate gold floral decoration, 100 pieces, regular price \$15, sale price,

The decoration in these sets is under the glaze, and they are guaranteed not to craze.

### Annual Night Shirt Sale

No need of any talk further than the prices. length, well made and nicely

trimmed. All sizes. You can't best it for 50c. Our price is 29c. A good, strong Muslin Gown, in seven different styles of trimming, | tiful silk embroidered silk-sticth fronts and pearl buttons, 52 inches long. You can't buy them usually for less

than 75c. Sale price, 49c. Silk Trimmed Gown, made from Tow LINEN "Pride of the West" muslin, three pearl buttons on front pleat, 52 arate Skirts. All pure Linen, and 36 inches inches long, equal to the custom GRENADINE SWISS made, and sold usually at \$1. Our price, 69c.

### Collars and Cuffs

Another lot, the same as we had last Monday; you know what they were. The same price, 9c each or three for 25c. Another lot of 50 dozen Cuffs at

10c a pair.

### Another Opportunity

A remnant lot of Burt's famous New York City Shoesmade as only Burt can make Shoes-nearly all sizes and styles. This remnant lot at half price; regular \$5 Shoes, for, a pair,

last we will get this year-so |So runs the proverb, and if it's true we will have done half you'll not have another chance of March's work to-morrow. For we can hardly begin to get them at such absurdly otherwise than well with such a grand gathering of new low prices as these, and the goods all over the store. There's hardly a foot of counter space down any of the long aisles but that has its story to White and colored edges tell of some new fabric there.

Then, too, there is our annual sale of Embroidery remnants to begin to-morrow, a sale of Toilet and Dinner Sets in the basement, and, for the men, our annual sale of Night Robes. But here's the list!

### SILKS

25 pieces Black Figured Taffeta, in small, neat figures, and also in the larger effects, now so much in demand, 24 inches wide, and a splendid quality, at 75c a yard. Black Satin Duchesse, a rich, lustrous quality, all pure Silk, and guaranteed to wear, 75c a yard.

Rich Imported Taffeta Silks, in beautiful colorings, especially designed for Silk Waists, at 69c a yard.

A very superior grade of Fancy Silks, in the latest color combinations, illuminated figures, strictly exclusive styles, at \$1 a yard.

Plain Black Skirting Taffeta at 50c a yard.

### Center Table

At 59e a yard-All colors in Fancy Taffeta Silks. At 40e a Yard-Black Dress Silks, both plain and figured. An exceptionally good quality.

### Colored **Dress Goods**

It's a real pleasure just to see them. The bright colors will drive away the worst case of "blues" you ever had. Some spe-

36-inch Two-toned Home-spun Sultings, in 0 different colorings, at 25c a yard. All-Wool Cheviots for tailor-made Suits, 38 inches wide and made to sell for 50c; instead, 39c a yard.



### Black Goods

New designs in Figured Mohair Brilliantine, bright spots, dots and dashes, 35c, 39c and 49c a yard. New Wide Wale Storm Serges, sold al-ways at 50c, for 39c a yard. A special value in Clay Worsteds at 50c New Henriettas, 50 inches wide, and worth 75c, for 50c a yard. Four special values in Wide Wale Diag-onals, at 50c, 59c, 69c and \$1 a yard.

### *Imported* Wash Goods

One of the grandest gatherings in West, and without exception far ahead of any in Indiana. We mention a few of the leading fabrics:

ORGANDIES A good Muslin Night Shirt, full kind of beautiful color combination, dainty stripes, figures, etc., at 25c a yard. PLUMETIS SOIR

> One of the new fabrics, and destined to become one of the most popular. 'Tis some-what heavier than Organdie, and can be made up without lining. It comes in beau-tiful Persian colorings. The price, 29c a

Indications point to its becoming a fad this season. All pure Linen. We have it in 10 different styles. One special item at 25c a yard.

The correct thing for Box Suits and Sep-A fine silky fabric that will take the place of Swivel Silks. A new weave and comes in checks and stripes; 45c a yard.

The best printed French Organdles. 100 pieces, in designs confined exclusively to us, at 39c a yard.

### Separate Skirts

then the cost of making a fashionable Skirt | and then take a look at these beauties that came here direct from the best skirtmakers. Not a single cld skirt in our stock-all made in the newest styles, with 7 to 9 gores and from 5 to 8 yards sweepall lined with Rustle Taffeta and bound with Velveteen. And the prices! Figured Alpaca Skirt, worth \$3.50; our price, \$1.89.

Figured Alpaca Skirt, worth \$4, for \$2.50. Figured Alpaca Skirt, worth \$5, for \$3.50. Plain Brilliantine Skirt, worth \$5, for \$3.50. Plain Mohair Skirt, worth \$6, for \$4. Heavy Storm Serge Skirt, worth \$6.50 for \$4.50. (In black only.) Serge Skirts, worth \$7 and \$8.50, for \$5 and \$6.50. (Blues and blacks.) Colored Cloth Skirts bld fair to become the most popular-the tweeds, the checks, the fancy mixtures. In these we have a English Tweed Skirt, worth \$7.50, for \$5. Broken Checks and Figures, worth \$10,

Beautiful large-figured Silk and Satin Skirts at from \$9.50 to \$20; worth one-third

### The Ribbon Sale

It isn't often that the Ribbon selling to so lively as it was on Saturday, nor is it often you have a chance to buy the very best quality in Satin and Gros Grain Rib-bons at half price. Only an exceptionally fortunate purchase enables us to do this.



The rest of the 3,700 pieces go on sale to-morrow. Same prices—Nos. 5 and 7 at 5c a yard; Nos. 9 and 12 at 10c a yard.

ALL THE NEWEST COLORS We are receiving whole loads of compliments on our Spring stock of Fancy Ribbons. Prettiest in town, every one says. Don't cost as much as the others, either. See the new Dresdens and the new Chameleon and Ombre effects.

### Laces and Neckwear

Black, ecru and white Laces at one-half usual prices.

White Oriental Laces, Valenciennes and Point de Paris Laces, 5c, 7c, 10c, 121/2c and 15c a yard. Regular prices, 10c, 12c, 17c Black Silk Laces, 3 to 10 inches wide, 5c, 39c, 49c and 59c a yard. Regular prices, 10c, 59c, 69c and \$1. Point de Venice Lace, pretty patterns, at 19c, 29c, 39c, 59c, 69c and 79c a yard. Regular prices, 35c, 55c, 65c, 75c and \$1.50 a yard. Children's Gingham Wash Ties, in pretty, plaids, 19c ones 5c each.

Silk Windsor Ties, 25c ones 15c each, or

Misses' Venice Lace Collars, the 75c ones, c each. Ladies' Yorks, a special price—the \$1.50

### The New Wash Goods

The largest counter space in Indianapolis given to the selling of Wash Goods is almost inadequate for the crowds even now. What will we do later on? Well-we'll find a way to accommodate you. Meanwhile why aren't you among these forehanded ones who are making their selections now Special inducements:
Corded Swiss Mull—you know the fabric—
100 pieces, in the daintiest of designs, at

Dimities and Chatelaine Lawns in pro-fusion—100 different styles at 15c a yard. Organdie Suisse is the new fabric that sets the tongues of all who see them to talking in superlatives, for the dainty Dresden designs are most taking. As many as 20 styles, perhaps—17c a yard. Light Prints and Ginghams, good styles, 20 styles perhaps—17c a yard. Good styles in Dark Ground Prints, 31 inches wide and worth 10c; one case Monday at 6%c a yard.

### For the Boys

Now a complete stock of all that is necessary for "his" comfort, and to make him look at his very best, and all at much less prices than you would pay for the same qualities at other stores.

Stylish Suits of the best navy blue Assebet Cloth, also of a fine unfinished Worstea; pants with double seat and lined fronts—will compare favorably with any \$5 Suits in this state; our price, \$3.49.

Boys' School Pants, with double seat and knee, worth 75c, \$1 and \$1.50; our prices, 49c, 75c and 98c a pair.

Always something of interest here at the 20 pieces Check Glass Toweling at 5c A like number of pleces of Brown Crash 58, at 10c each.
58-inch Bleach Damask, the 50c quality at 39c a yard. The 63-inch width, worth, 65c, for 50c 72-inch Cream Damask, the 65c quality, at 47c a yard. The 85c quality at 65c a yard.

### Hosiery Special

100 dozen Ladies' Cotton Hose, black boots with tan-colored tops, made to sell for 121/2c, go to-morrow at 4c a pair. They can't last very long at such a price.

### House Furnishings

Good Steel Cake-Turner, with enamel handle, only 3c.

24 sheets of Shelf Paper for 2c.

6 solid White Metal Teaspoons for 9c; will not tarnish; 6 Tablespoons, 20c. Oll Stoves at less than cost; \$7 Stoves for \$3.98; \$9 Stoves for \$4.98.

Half-pint can of Paint, any color, 10c.
No. 7 Copper Nickel-Plated Teakettles,
only 69c; No. 8 for 79c. First quality Concentrated Lye, 3c a box, 25 feet of Picture Wire, 2c. Good Clothes Wringer, hardwood frame, white roll, only \$1.25.

Just 12 slightly damaged Wash Boilers, one-half price while they last.

Our new line of Baby Carriages is now complete. Prices always lowest, of course.

Hasty Lunch Chocolate, 15c for a half

Whatever they may think of his chances, other candidates cannot help envying Mr. PETTIS DRY GOODS COMPANY Work Evening Posc.